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Contents for Week of March 10, 1941. Vol. XX. No. 3.

1. Jungle Malaya: A Patch of the Orient Geared to U. S. Industry
2. Polyglot Paramaribo in Heart of South American "Mud Puddle"
3. Should Dobbin Be Drafted?
4. Kenya, "Best White Man's Country in Central Africa"
5. More Copper for Germany from Yugoslavia's Bor Mines

Photograph by Jacob Gayer

THEIR DISTANT COUNTRY TURNED NIEUW AMSTERDAM INTO NEW YORK CITY

Surinam (Dutch Guiana) saw many warlike changes before it settled down as a peaceful little colony of the Netherlands. The British in 1634 first settled on South America's northern coast beside the Suriname River, which gives its name to the colony and flows through Paramaribo, the capital. But four changes of nationality in 34 years intervened before the British in 1667 gave Surinam to the Netherlands in exchange for the Dutch North American colony of Nieuw Amsterdam. Paramaribo cherishes old styles, in conservative Netherlands fashion. These local matrons, because their braids of hair are coiled over their ears, wear neat, strangely elongated headdresses like admirals' two-cornered hats, an adaptation of the familiar bandanna, knotted on the left side (Bulletin No. 2).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Jungle Malaya: A Patch of the Orient Geared to U. S. Industry

THE little tropical land of British Malaya is not as large as the State of Alabama, but a whole army of volunteers from Australia has recently arrived to defend it. As the disembarking "Aussies" rumbled off into the jungle in the direction of Thailand's border, where Japanese activity was rumored to be increasing, the United States Congress recommended fortifying the bits of westernmost American territory, Guam and Samoa, which are closest to Malaya.

Uncle Sam acknowledges that there are fourteen commodities for which he depends almost entirely on non-American lands. Two of the fourteen are supplied largely from Malaya. A little more than 50 per cent of the rubber imported into the U. S. and a little less than 75 per cent of the tin, normally, are Malayan.

Three "Grades" of Government According to Commercial Importance

Although Singapore is 7,353 nautical miles from San Francisco, Malaya in effect is no farther from American consumers than the nearest tin can or rubber tire.

In spite of its close links with American daily living, British Malaya is one of the most unfamiliar spots in Asia to most Americans. The Malay States form a bulging tropical "bud" at the southern tip of the Malay Peninsula's slim stem, which Thailand and Burma share. Malaya generally has only a vague meaning of brown men and women in sarongs, of peacocks preening on river banks, of pirate junks and the slashing murderous kris, tigers pouncing in the night, and sultry Singapore with its 30,000 ships a year.

British Malaya is a curious conglomeration of three governmental divisions, each with subdivisions—the Straits Settlements, the Federated Malay States, and the Unfederated Malay States—mixed up like fruits in a salad. The Straits Settlements are governed as a Crown Colony; these include Penang and Singapore, internationally important as shipping points of rubber and tin. The four Federated States, comprising the central core of Malaya and most of the tin-bearing lands, have a British governor-commissioner and a Federal Council of 25 members whom the governor appoints, to hand down laws to native rulers. The five Unfederated States are nominally governed by native sultans and rajahs, under British advisers.

Yield 37 Per Cent of the World's Rubber, 45 Per Cent of Tin

The scattered units of the Straits Settlements, of which Singapore with its 727,000 people is the most important, are the modern outgrowth of the first daring settlements of Europeans along the Strait of Malacca and Singapore Strait. The Portuguese defied raging natives to settle Malacca in 1511. The British tried their first Malay venture at Penang in 1786, planted Singapore in the jungle in 1819.

Slightly more than half of Malaya's 51,220 square miles constitutes the four Federated States, Perak, Selangor, Negri Sembilan, and Pahang. Because of their great supply of tin, which the Chinese had been mining for centuries before the Portuguese ventured so far east, Perak and Selangor are the wealthiest. Small Negri Sembilan is in turn a confederation of nine small states. Pahang, which is larger than the other three together, is the most sparsely settled of all Malaya. The center of British authority over this quadruple federation is their largest city, Kuala Lumpur—within the memory of men now living a mere mining town where Chinese tin kings openly bought for $100 the heads of their slain rivals in the market place, now a sedate capital with polo grounds and football fields.

The Unfederated States, under the protection of Siam until the turn of the past century, include Johore at the southern end of the peninsula, just north of

UMI

Photograph by J. Baylor Roberts

"FACTORIES" IN FRONT YARDS OF HAND-WOVEN HOUSES BOOST MALAYA'S OUTPUT TO 45 PER CENT OF WORLD'S RUBBER

Much of the rubber comes from vast plantations where workmen live in "coolie lines" of shacks and ride out to tap rubber trees on bicycles. But some comes from small independent producers, who own their few acres of rubber trees and rice paddies (background). An obstacle to independent production is the $1,500 price of a tank for coagulating the milky liquid latex into sheets of solid rubber. The sheets, 1½ inches thick, are dried on racks for several days, usually in smokehouses, and hauled in slow bullock carts to shipping points, chiefly Penang or Singapore. The thatched house has walls of matting woven of thin strips of bamboo, elevated on stilts for ventilation and protection from insects or snakes. Poultry, and especially fighting cocks, are the pride of Malayan households (Bulletin No. 1).

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Polyglot Paramaribo in Heart of South American "Mud Puddle"

HOT, humid, old Paramaribo, capital of Surinam, is the "listening post" in which a new United States consulate is being opened. This new consular post stands near the Equator on that coastal stretch of northern South America which has been called the "world's biggest mud puddle."

On either side of it, especially to the west toward the great river Orinoco, spread the vast mud flats that many silt-loaded streams have built. The city itself, near the mouth of the Suriname River, has a climate described as a cross between an orchid house and a Turkish bath.

Dances of Javanese Origin Celebrate Rice Harvest

For a city of few more than 50,000 inhabitants, far from the world's main travel routes, Paramaribo is a strangely polyglot port. Side by side against a neat Dutch-provincial background are found Javanese and Negroes, Carib Indians, Hindus, Chinese, Europeans, Latin and North Americans. Pink-cheeked Netherlanders in tropical white solemnly pedal their bicycles along streets where one meets also dark-eyed women of the Orient with nose buttons and long, jangling earrings, waddling Negro "mammies" balancing huge laundry baskets on their heads, small black-clad Chinese merchants, and stalwart Negro men from the "bush" wearing only a loin cloth and a shoulder drape.

For the tourist in search of native color there are the Javanese dances of the rice harvest and the East Indian festivals of the coffee season. Farther afield, but still within 100 miles of the city, the traveler may find the original cause of this racial hodgepodge in the land of the Djukas. The Djukas, the Bush Negroes of Dutch Guiana, are descendants of runaway African slaves whose story represents one of the most dramatic upsets in the history of colonial life.

The prologue was written in 1667, when the Netherlands traded what is now New York to England in exchange for the South American jungle colony of Surinam (Netherlands, or Dutch, Guiana).

Paramaribo became the colonial port to which the settlers shipped their African slaves for work on the vast sugar plantations. So cruel and hard was the life that the slaves rebelled in the early 1700's, a number of them escaping to the surrounding jungles. From there, out of reach of the white authorities, they waged guerrilla warfare against the colonists.

Where Whites Pay Tribute to Ex-Slaves

After decades of intermittent struggle, featured on both sides by torture and massacres, a final peace was concluded—on the black man's terms. In accordance with the treaty, the bush tribes not only won the right to rule themselves without interference and to pay no taxes, but also an annual cash tribute from the Surinam Government, payable to their head man or "Granman."

With the loss of the slave labor, Surinam was forced to import Chinese and Hindus for work on the plantations, laying the foundation for the present racial conglomeration. Later, when Chinese coolies turned to shopkeeping and other "white-collar" occupations, and the immigration of the East Indians was forbidden by the British, workers from the Netherlands colony of Java came to take their place. Many of the latter, after an indentured period of five years of labor, have remained in Surinam to raise crops on small farms granted them by the government.

UMI

Singapore Island; Kedah and small Perlis in the northwest adjoining Thailand; Kelantan fronting Thailand on the northeast; and Trengganu on the China Sea.

In several of the States, the Chinese outnumber the Malays. Singapore's population is 80 per cent Chinese.

Scratched out of the Malayan earth comes enough tin to make Malaya the world's leading producer of that metal, outdistancing the Netherlands Indies and Bolivia. Its contribution to the world's total is ordinarily around 37 per cent each year. In 1939, with the war foreshadowed by increased production elsewhere, the 54,600 tons of Malayan tin—98 per cent from the Federated States—amounted to 30 per cent of the world's output. As important as Malaya's mines are its tin smelters; the entire Western Hemisphere has only one smelter, with another planned.

The introduction of rubber from Brazil brought Malaya another staple commodity for world trade (illustration, inside cover). Now the States and Settlements produce about 45 per cent of the world's rubber crop.

Note: See also "Tin, the Cinderella Metal," *National Geographic Magazine*, November, 1940; "Behind the News in Singapore," July, 1940; "Rubber: From Trees to Tires and Toys," February, 1940; "Singapore, Far East Gibraltar," May, 1938; "Nature's Most Amazing Mammal" (Elephant), June, 1934; "The Greatest Voyage in the Annals of the Sea" (Magellan), December, 1932; and "Fire-Walking Hindus of Singapore," April, 1931.

The Society's most recent wall map, the Indian Ocean, priced at 50¢ (paper) and 75¢ (linen), indicates the importance of the Malay Peninsula in the struggle for the East.

Bulletin No. 1, March 10, 1941.

Photograph by J. Baylor Roberts

WHERE TIGERS KILLED A MAN A DAY, SINGAPORE SELLS THEIR SKINS CHEAP

When the young city of Singapore was small, tigers crept into the suburbs and claimed enough human victims to average one a day. Legend explains that they reached there by swimming over from Sumatra. Now man's extensive clearing of the jungle has routed out so many of the striped felines that they are a plentiful commodity on the Singapore market, dead or alive. This hide merchant prepares to add another tiger skin to his abundant stock, and a single leopard skin (right). The hides are sold for rugs, upholstery, belts, handbags, and other accessories. Dealers supplying zoos and circuses visit Malaya for specimens of elephants, rhinoceroses, orangutans, panthers, monkeys, and snakes. The children in the picture make up a Singapore cross-section—Chinese predominating, with Malays, Indians, and a blonde American.

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Should Dobbin Be Drafted?

GEE OR WHOA—which shall the U. S. Army say to its horse cavalry? Much discussion has centered around the question of how much of the modern cavalry should be mounted on horses and how much on wheels or tractor treads.

The battling nations of Europe started the war in 1939 with considerable equine fighting strength. Nearly a sixth of Poland's battle force, it was estimated, consisted of horsemen. The French cavalry was reported as having eight times as many cavalry regiments on horseback as on machines. The British, on the other hand, started out with mechanized cavalry outnumbering horsemen, by unofficial estimates, more than three to one.

Civil War Ratio of Horses to Men Continued in World War

The demand for European cavalry started a small boom in the American horse market at the outbreak of the war, with occasional shipments of from 1,000 to 4,000 horses leaving the U. S. for such purchasers as France or Turkey. There was also an experimental move to provide the battle horses with a modern type of armor—rubber boots.

During the World War more than 950,000 horses and 345,000 mules were shipped from the United States to Europe for military use.

In the Civil War the Federal forces alone required 500 horses a day. The ratio of horses and mules to the number of men was practically the same in the last World War as it was in the Civil War and in the Boer War. In the latter war the British turned to the United States for purchases of horses and mules.

Early American horses, quite different from modern ones, are thought to have galloped over North America 30 million years ago. Additional evidences of these pioneer equines cropped up in findings of the expedition sent out jointly by the National Geographic Society and the South Dakota School of Mines. The scientists unearthed in the Badlands of South Dakota some fossil skeletons of a little three-toed horse about the size of a sheep, known as the *mesohippus-miohippus*. This midget horse became extinct, and horses in modern times were not known in the Americas before the coming of the white man.

Indians Obtained Horses from Mexico

Columbus brought the first horses to the Western Hemisphere, landing them in the West Indies in 1493 and 1498. Most of the mounts accompanying early explorers were eaten when supplies ran low.

Most American horses are descendants of animals imported from Spain by Cortés in his conquest of Mexico, and by De Soto who brought 200 horses to Florida in 1539. Survivors of the latter were released on the west bank of the lower Mississippi after the westward wanderings of the expedition brought De Soto's men back to that river. The remnants of these, and to a greater extent the horses being brought up from Mexico and sold at Santa Fe to the Indians, were the early ancestors of the wild mustangs that ranged the western plains.

These wild horses changed the life of the American Indians, who had previously traveled on foot and set up their temporary villages near available game supplies. They became a more mobile fighting force. The horses also enabled the Indians to extend their hunting ground in pursuing the buffalo, without moving their villages as frequently.

With the exception of this Spanish stock, nearly all the horses brought into

UMI

One reason for the striking variations in the Paramaribo scene is the fact that there is little intermingling between the races, each group retaining strong preference for its own dress and customs. Among the black peoples themselves there are wide social gaps. The bush tribes look upon the "town Negro" with scorn.

Among interesting customs that have grown up in Paramaribo as a result of the proximity of the independent natives is one connected with their frequent visits to exchange farm and jungle products for salt, clothes, beads, and trinkets. At whatever store the deals are made, there the "out-of-towners" may camp for the night, sleeping in their own hammocks hung from the walls of a shed provided by the management for their use.

Note: Additional information and photographs of Paramaribo are contained in "Hunting Useful Plants in the Caribbean," *National Geographic Magazine*, December, 1934; "Skypaths Through Latin America," January, 1931; and "By Seaplane to Six Continents," September, 1928.

Paramaribo may be located on the large wall map of South America, available at 50¢ (paper) from the Washington, D. C., headquarters of the National Geographic Society.

Bulletin No. 2, March 10, 1941.

Photograph by Jacob Gayer

A NEW WORLD COLONY NEEDED OLD WORLD COLONISTS

The revolt of African slaves and their escape to the jungle to live as free Bush Negroes brought a labor shortage to Surinam, which was solved by importation of Chinese and of East Indians from British and Netherlands colonies of the Orient. This East Indian woman retains her Old World costume and appetite in New World Paramaribo. With head shawl instead of bandanna, she wears the characteristic nose button, nose ring, and bangle bracelets of hand-wrought silver. Her vegetable preferences seem to be for small tomatoes, long snap beans, and medium-sized white navy beans.

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Kenya, "Best White Man's Country in Central Africa"

FOR YEARS Kenya, on the Equator in Africa, has been a passive pawn in the British Empire's game of international politics, but now it has grown suddenly active. It was from Kenya that triumphant British forces advanced northward along Italian Somaliland's coast to bottle up the Fascist forces in the interior, as a vital part of Britain's strategy against Italy's African empire.

Known as the best white man's country in central Africa, Kenya spices life with great variety in climate. It also presents a strange mixture of races and religions—mostly pagan beliefs—and degrees of civilization.

Winter Sports Defy Equator

Despite its position on the Equator, the European residents of Kenya enjoy all the winter sports—skating, skiing, and tobogganing. Here winter is brought to the tropics by altitude. The country is named for Mt. Kenya, rising 17,000 feet in the center of this Crown Colony, with other high mountains to the south and west.

Originating as a railway construction camp, the capital city of Nairobi now numbers 60,000 residents and has a decidedly metropolitan atmosphere. It is 5,500 feet above sea level. In this cathedral city, a new mosque with its minaret and onion domes contrasts with the classic lines of the near-by Macmillan Library. There remain some touches of pioneer days: women shop in corduroy trousers, zebras occasionally still crop the lawns of suburban homes, but only rarely does a lion now intrude upon civilized communities.

Nairobi has its hotels, cafés, clubs, and golf courses; a museum, theater, cinemas, and swimming pool; taxicabs and rickshaws; banks and utilities, as well as rail connection with the Indian Ocean to the southeast and with Lake Victoria.

On Second Largest Fresh-Water Lake of the World

Lake Victoria, on Kenya's southwest border, has a greater area than West Virginia; next to Superior, it is the largest fresh-water lake in the world. It is approximately 250 miles long and 150 miles wide.

Kenya's lake port of Kisumu, headquarters of Lake Victoria shipping, is a flourishing trading center. Steamers discharge the produce of other countries around the lake, some to go by rail 587 miles east to Mombasa on the Indian Ocean, the colony's foremost seaport.

The ancient, quadrangular, moated Fort Jesus, of Portuguese construction, with its projecting bastions at the corners, still guards Mombasa's excellent harbor. Mombasa's population of 50,000 is a sampler of Kenya's colorful citizenry. It includes, in addition to natives, about 1,200 Europeans, 7,000 Arabs, 1,000 natives from the little Portuguese colony of Goa on India's west coast, and about 11,000 from India proper. Many were brought from India to help build the railroads, now totaling 1,500 miles and normally hauling over a million tons of freight a year.

West of Mombasa 250 miles is Kenya's lake of crystallized soda, 16 miles long and 4 miles wide. Down through the ages waters flowing into the lake brought soda in solution which crystallized when the tropical sun evaporated the water, to deposit an estimated 200,000,000 tons. Kenya exports over 40,000 tons of sodium carbonate a year; world industry consumes 3,000,000 tons annually.

Gold is Kenya's most important mineral, the mining of its lodes having gradually increased until the output exceeds $2,000,000 worth a year.

Kenya's greatest farming acreage is devoted to sisal, producing annually

UMI

the colonies before 1776 came from the British Isles. England, like other countries in which Caesar introduced good wagon roads, was noted for heavy draft horses. The importation of English race horses into the colonies began about 1750.

The ancestry of many of the better breeds of horses in Tennessee, Kentucky, and other southern States can be traced back to Virginia.

The number of horses on farms has decreased steadily since 1913. There were 17,589,000 horses on farms on January 1, 1925. Now there are only about 10,364,000. The decrease is attributed to increased motor competition, declining prices, and inroads of disease in some sections.

City statistics show an even greater decline. From the high point in 1910, when there were close to 3,500,000 city horses and mules, the total fell to about 2,100,000 in 1930, and the major portion of these have since disappeared.

Note: "The Story of the Horse; The Development of Man's Companion in War Camp, on Farm, in the Marts of Trade, and in the Field of Sports," with 62 black and white and 24 color illustrations, appeared in the November, 1923, *National Geographic Magazine*.

Bulletin No. 3, March 10, 1941.

Photograph by Luis Marden

IT'S A STRANGE HORSE-AND-BUGGY ERA WHEN HORSES RIDE THE BUGGIES TO WORK

The U. S. Customs patrol along the Mexican border settled the horse-*versus*-motor controversy by using both. Saddled horses stroll up ramps into two-wheel trailers; the ramp is fastened up to close the back of the trailer; the trailer is pulled as far as automobiles can comfortably drive, and there the horseback patrol begins.

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More Copper for Germany from Yugoslavia's Bor Mines

THE prospect of more copper for the German war machine is indicated by reports that the Germans have gained control of the mines at Bor, Yugoslavia, formerly owned by French interests.

The Bor mines are the leading copper-producing works of Europe. They are located in eastern Serbia, in the heart of the Balkan peninsula, where the Yugoslav, Romanian, and Bulgarian frontiers meet. The nearest large city, Nis, lies about 60 miles south.

U. S. Once Took One-Third of Output

Practically all of Yugoslavia's copper for 1939—63,000 metric tons of it—came from the Bor operations. This figure, representing an increase over 49,500 tons in 1938 and 42,300 tons in 1937, is striking proof of Yugoslavia's recently stepped-up mineral output in answer to war demands. A third of the country's copper production was imported by the U. S. in 1937, but imports since that time have decreased steadily.

Under the former French management, the *Mines de Bor* had an agreement, reported in 1940, whereby Yugoslavia would take part of the copper production and the rest would be distributed at will to other countries. Germany, of course, was not on the French company's preferred list.

Among the workers of Bor were found men of numerous nationalities, including not only all those of the Balkan peninsula, but Russians, Italians, Germans, Czechs, and Frenchmen as well.

Mining Town High in Mountain Pass

The mining town itself, a cheerless, barren settlement, half concealed in a mountain pass, held around 11,000 citizens, a considerably larger population than that of some better-known Yugoslav cities.

Cut off from ordinary communications, Bor was run by the French mining authorities, who provided their own police and civic administration. Housing, heat, lighting, and all public facilities were company-owned, and it is recorded that the mines have not seen a strike since they were opened some 35 years ago. A new refinery was opened there in 1938.

In addition to copper, some gold is also recovered at Bor.

In Yugoslavia as a whole, mining is of secondary importance in the national economy. Farming is the leading occupation, supporting around 85 per cent of the entire population. Yet the nation's mineral resources offer vast possibilities, and in recent years the output of a number of minerals has increased.

In 1939, Yugoslavia produced more than six million tons of coal and lignite; 10,624 tons of lead; 4,182 tons of zinc (smelted); 44,097 tons of crude chromite; antimony, 3,337 tons; and more than 650,000 tons of iron ore.

Note: Additional illustrations and information about the Serbian countryside near Bor are contained in "Kaleidoscopic Land of Europe's Youngest King," *National Geographic Magazine*, June, 1939; "Jugoslavia—Ten Years After," September, 1930; "The Danube, Highway of Races," December, 1929; and "From England to India by Automobile," August, 1935.

See also in the GEOGRAPHIC NEWS BULLETINS: "Yugoslavia, An Amalgam of Nations and Peoples," October 28, 1940; and "Belgrade, Where Balkan Leaders Sought Continued Peace," February 19, 1940.

This mountainous, mining section of the Balkans may be located on The Society's Map of Europe and the Near East, available at 50¢ (paper) and 75¢ (linen).

UMI

65,000,000 pounds of the fiber from which the agriculturally important binder twine is made. Corn is next in acreage, with coffee third. The introduction into Africa of sisal, a New World plant, has been said to afford commercial revenge for Brazil's control of coffee, a native of Africa.

Kenya's population of three and a half million people is on an area of 225,000 square miles, or somewhat less than that of Texas. Over a large part of the colony one of the world's greatest menageries runs wild—lions, giraffes, elephants, antelopes, hippopotamuses, crocodiles, and about 40 other types of African animals. Domestic stock includes cattle more numerous than the human population, many sheep, goats, and camels.

Europeans have settled largely on the fertile plateau to the south which rises several thousand feet above the hot, damp, eastern coast. Cotton, sugar, and cocoanuts grow in the coastal region, with other crops thriving at higher altitudes.

Northward runs the Great Rift Valley, formed by the subsidence of the valley floor millions of years ago, and now dotted with a chain of lakes whose brackish waters have no outlet; Lake Rudolf, 185 miles long, is the largest.

The Kenya colony also includes coastal territory leased from the Sultan of Zanzibar, a strip of coast land ten miles wide which, with several adjacent islands, the British Empire holds as a protectorate.

Note: For additional photographs and information about Kenya see "Nature's Most Amazing Mammal," *National Geographic Magazine*, June, 1934; "The Greatest Voyage in the Annals of the Sea" (Magellan), December, 1932; When a Drought Blights Africa," April, 1929; "The Pathfinder of the East" (Vasco da Gama), November, 1927; "Through the Deserts and Jungles of Africa by Motor," June, 1926; and "Cairo to Cape Town, Overland," February, 1925.

Kenya Colony may be located on The Society's Map of the Indian Ocean. A folder describing this and other maps, as well as the pictures and Nature books published by The Society, will be sent upon request.

Bulletin No. 4, March 10, 1941.

Photograph by H. T. Cowling

KENYA HAS A MATCH FOR BOY SCOUTS WHO KINDLE MATCH-LESS FIRES

Lord Baden-Powell, founder of the Boy Scouts, died in Kenya early this year and was buried there, where he had spent much of his life. He admitted that many of his ideas for Scouting came from observing African natives and their woodcraft. The device for kindling fire by friction of two "rub-a-light" sticks and some tinder, which American Boy Scouts practice as an Indian trick, is also an old African custom, as proved by this Wakamba tribesman of Kenya. Beyond him on a stone sits his drinking gourd with a corncob stopper. Both men and women of some Kenya tribes have their heads shaved and wear ear-plugs, bracelets, and anklets.

Photograph by Ewing Galloway

INDIAN CORN IS AT HOME WITH HOMESPUN FINERY ON THE SERBIAN SCENE

While miners work high in the mountains of Serbia, the southeastern section of Yugoslavia, the valleys are busy with farming. The grain to which the largest acreage is planted throughout the country is maize or Indian corn, an American immigrant now well adapted to the Yugoslav climate and needs. Farm work at harvest rush times becomes a family affair, in which mothers join while their small daughters look on. Finery for field wear must be as sturdy as the wearer. Aprons are of strong homespun wool, and stockings—though frivolously embroidered—are tightly hand-knitted. The little girl emerging from babyhood graduates into a costume which is a miniature of her mother's—white skirt and blouse, wool vest, embroidered apron, and all.